Please add the following new claims:

14. (New) A method for performing an adaptive control of at least one of a distance and a a driving speed of a motor vehicle, comprising the steps of:

causing a control device to control an engine of the motor vehicle in at least a first operating mode and a brake of the motor vehicle in a second operating mode;

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determining a quantity representing one of a setpoint deceleration and a setpoint acceleration; and

when operating in the first operating mode, making a transition to the second operating mode when the quantity is within a specifiable range of values.

15. (New) The method according to claim 14, further comprising the step of:

determining the specifiable range of values as a function of a quantity representing a drag torque of the engine.

16. (New) The method according to claim 15, wherein:

the specifiable range of values includes all values less than a threshold value.

17. (New) The method according to claim 16, further comprising the step of:

forming the threshold value by subtracting a quantity representing a hysteresis from the quantity representing the drag torque.

18. (New) The method according to claim 17, wherein:

starting from a determinable instant, the quantity representing the hysteresis decreases linearly over time from a maximum value to a minimum value.

19. (New) The method according to claim 18, wherein:

the determinable instant is the instant at which the quantity representing one of the setpoint deceleration and the setpoint acceleration is less than the quantity representing the drag torque.

20. (New) The method according to claim 18, wherein:

a slope with which the quantity representing the hysteresis linearly decreases over time is proportional to a difference of the quantity representing one of the setpoint deceleration and the setpoint acceleration and the quantity representing the drag torque.

21. (New) The method according to claim 15, further comprising the step of:

determining the quantity representing the drag torque as a function of a slope of a road on which the motor vehicle is traveling.

22. (New) The method according to claim 21, further comprising the step of:

estimating the slope in a rapid operation after a braking intervention.

23. (New) The method according to claim 22, wherein:

at least one quantity representing an engine output torque and one quantity representing an actual acceleration of the motor vehicle are taken into consideration for estimating the slope.

24. (New) A method for performing an adaptive control of at least one of a distance and a driving speed of a motor vehicle, comprising the steps of:

causing a control device to control an engine of the motor vehicle in at least a first operating mode and a brake of the motor vehicle in a second operating mode; and

when operating in the second operating mode, making a transition to the first operating mode when the brake has no more decelerating effect.

25. (New) The method according to claim 24, wherein:

the brake makes available a signal on a bus system when no more decelerating effect is present.